

SMSgt (Ret.) Rob Rosenberger

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☐ copyrighted news stories; congressional bios; tabbed & oversized pages

FRONT MATTER

NARRATIVE

BIOGRAPHY, COL. JOSEPH J. NAZZARO

ROSTER OF KEY PERSONNEL

BIBLIOGRAPHY

APPENDIX

EXHIBIT #10.

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P.R.C.

HISTORICAL DATA REPORT

68TH BOMBARDMENT WING (M)

OCTOBER 1952

STRATEGIC AIR COMMAND

SECOND AIR FORCE

806TH AIR DIVISION

LAKE CHARLES AIR FORCE BASE, LOUISIANA

Joseph J. Nazzare
JOSEPH J. NAZZARE
Colonel, USAF
Commanding

U. T. Henderson
U. T. HENDERSON
Captain, USAF
Historian

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16 FEB 1982

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GLOSSARY

DAILY 110 REPORT

A & E SUPERVISION

AOCP

VEE

EWP

ECM

RBS

UPREAL

A-1 STAND

Aircraft Status Report

Armament & Electronics Supervision

Airplane Out of Commission - Parts

Unit Essential Equipment

Emergency War Plan

Electronics Countermeasures

Radar Bomb Scoring

Unit Property Equipment Authorization List

Engineer's Stand

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CHRONOLOGY

- 2 Lt Col Grubb relieved Col Mason as Director of Materiel
- 8 Lt Col Stallings, Maj Shirley, Maj Grending, Hq SAC, visited Hq 68th Wing
- 10 Col Nazzaro presented decorations to veterans of Korean campaign
- 11 Col Nazzaro and Lt Col Brown departed for SAC bombing and navigation competition
- 12 Col Sidwell returned from attendance at Management School held in Washington, D. C.
- 13 Lt Col Pat R. Wilbur transferred to 44th Bm Wg as Director of Materiel
- 19 Col Sidwell and crew departed TDY on a classified mission
- 21 Wing promotion board convened
- 21 Col Nazzaro and Lt Col Brown returned from TDY
- 22 Maj Warren L. Bryan, Comptroller's Division, Hq 2AF, visited 68th Wg Headquarters
- 22 Copy of approved 68th Bm Wg Emblem received from Hq USAF

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

The organizations composing the wing are Headquarters 68th Bombardment Wing (M), 68th Medical Group, 24th, 51st, 52d Bombardment Squadron (M), 68th Armament and Electronics Maintenance Squadron, 68th Field Maintenance Squadron, and 68th Periodic Maintenance Squadron. There were no organic changes during this reporting period. 1 thru 8/

On 2 October Lt Colonel Reinhold G. Grubb was appointed Wing Director of Materiel relieving Colonel Herbert M. Mason who departed TDY to the Far East.

Lt Colonel Albert L. Caney, formerly the Wing Director of Operations, departed for foreign service in a permanent change of station status.

Lt Colonel Gordon K. Stallings, Major Clair L. Shirley, and Major Carl N. Grending of Headquarters Strategic Air Command visited this headquarters and discussed matters pertaining to wing training.

68th Wing Organization Day was 11 October. The wing was one year old. In celebration of that birthday Colonel Nazzaro presented decorations to veterans of the Korean campaign. Names of personnel and the decorations they received are listed in the squadron reports inclosed as exhibits to this report. A group picture of six of the recipients of decorations may be found in the appendix hereto. 9/

1 thru 8/ Historical data reports, 68th Wing components Oct 52

9/ Picture, personnel receiving decorations, 10 Oct 52

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Colonel Nazzaro and Lt Colonel Brown participated in the SAC bombing and navigation competition held at Davis-Monthan AFB, Arizona, from 10 to 21 October.

On 13 October Lt Colonel Pat R. Wilbur was relieved as deputy director of materiel and reassigned as director of materiel of the 44th Bomb Wing. Major Herbert L. Brown of the 44th relieved Lt Colonel Wilbur.

Promotions were announced for the airmen by the wing promotion board on 21 October.

Major Warren L. Bryan, of the comptroller's division, Headquarters Second Air Force, visited this headquarters on 22 October to coordinate matters pertinent to comptrollers.

Approval of the 68th Bombardment Wing (M) emblem was received from Headquarters United States Air Force. A picture and a word description is incorporated in the appendix. 10/

Several officers received their orders promoting them to the rank of 1st Lieutenant. Their names appear in the various squadron historical reports for this month.

The Wing Upgrade Training Program was established 27 October 1952. 11/

10/ Emblem, 68th Bomb Wing (M) picture and description

11/ Memo, "Airman Upgrade Training," 68DO to CO, Sqdns of 68th Bm Wg, 27 Oct 52. Exhibit # 11.

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CHAPTER II

PERSONNEL

GENERAL:

Losses of personnel by permanent change of station shipments or normal release from active duty are predominantly in the higher skill levels and not in the entry level AFSC. During the month of October, 87 airmen were dropped from the rolls. Over 50 per cent were in the five and seven levels. There was no input of senior and supervisory personnel to replace the losses. In the maintenance career field where the shortage of experience detrimentally effects the overall training accomplishment of this wing most, 17 senior and supervisory personnel were lost without a single input of five or seven level. Replacements received are in lower level specialties. After all efforts are expended toward upgrading presently assigned personnel from lower specialties to those specialties needed, it will be necessary to obtain an input of personnel trained in five and seven levels of the career fields in order to furnish qualified and experienced manpower to meet the training requirements of the wing.

OFFICERS BRANCH:

This wing is presently 85 per cent manned in required specialties in officer personnel based on the current table of organization.

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There are still numerous vacancies which remain unfilled and are classified as critical shortages. Some of these are Electronic Countermeasures Officers 3024 short three, Weapons Officers 3244 short four and Air Electronics Officers 3054 short four.

The turnover of officer personnel during the month of October was considered high. There were 31 gains and 25 losses, 60 per cent of the losses being combat crew type personnel. Losses of officer personnel assigned duty on air crews through normal release and reassignment has intensified the unstable situation in crew assignments.

Although there was an input of five combat ready crews during the month of October from FEAF, navigators and/or radar observers on four of these crews did not desire to remain on active duty and were separated on their arrival.

There are presently 14 ready crews and 10 non-ready crews assigned to this wing. Although there is a projected input of one FEAF crew and two CCTS crews from Randolph Air Force Base, the wing is presently short one aircraft commander with a projected loss of three more, two navigators with a projected loss of two more and three radar observers with a projected loss of five more. An attempt has been made to compose as many crews as possible with ready members as well as retainable officers who are serving on voluntary indefinite statements; however, the officers on these

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crews are generally the most eligible personnel to meet mandatory overseas quotas and several have been lost in this way.^{11A/}

AIRMENS BRANCH:

The overall status of airmen as of 1 October 1952 is authorized 1098, assigned 1059, 61.7 per cent manned in required specialties. Critical shortages for the month of October were in the following career fields: Intelligence eight short, Supply 11 short and Administrative 21 short.

Airmen discharged from this wing for the month of October are as follows: Hardship two, Early Release one, Separation of Service 13, Air Force Regulation 39-18(d) one, Air Force Regulation 35-66(h) one, total 18.

Input of airmen for the month of October was 93 while loss of airmen in a permanent change of station or normal release status was 87. An airman, Historical Technician AFSC 72171, has never been assigned this wing to fill the authorized table of organization vacancy. A request was made on higher headquarters for the assignment of an airman to fill this position.^{12/}

There were 93 airmen from this wing attending school on temporary duty. This headquarters requested 23 school quotas: Intelligence one, Electronics Fundamentals two, Turret Systems Technician

^{11A/} Ltr Hq 2AF, Subj: Stability of Instructor Personnel, file no. 2AFOTA 320.2 dated 3 Nov 52.

^{12/} Dispo Fm 68DP to 806ADiv, Subj: Asgmt of Amn with AFSC 72171 dated 23 Oct 52. Exhibit No. 12.

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one, Aircraft Mechanic three, Organizational Supply three, Basic Clerical 11, and Electricity two.

There were 37 airmen, non-crew members, on flying status during this period, all maintenance personnel.

The volume of correspondence handled throughout the month was approximately 306 incoming pieces and approximately 401 outgoing pieces.

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CHAPTER III

OPERATIONS AND TRAINING

The Director of Operations, 68th Bombardment Wing (M), Colonel Joel A. Carroll, held a meeting on 10 October 1952, for the purpose of reorganizing the Operations Directorate to best accomplish the workload with the existing shortage of qualified personnel.

The organization decided upon will consist of seven major sections reporting directly to the Director of Operations, through the Deputy. The Tactical Operations Section has been eliminated and the Officer formerly in charge has been assigned the duty of Operations and Training Officer, with immediate supervision over Flying and Ground Training as well as the Staff Specialists assigned to the Operations Directorate.

The organization is being designed to best utilize the available administrative personnel and thus relieve the Operating Sections of the administrative workload as much as possible.

A detailed chart, with the outlined functions for all Sections, is in the process of development and will be published in a Wing Regulation upon completion. The chart will also be included in an Appendix to the November installment of the Directorate's Historical Data.

FLYING TRAINING. October was another Optional Training month for the 68th Bombardment Wing (M). The goal of 900 hours flying time was exceeded by over one-hundred hours, in addition to meeting most of the individual requirements that were programmed. Two crews from this

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organization participated in the 4th annual SAC Bombing and Navigation competition at Davis-Monthan AFB, Arizona, during the period 13-18 October 1952. Although there were three crews on hand, the occasion did not arise for use of the spare.^{12A}

The 68th Bombardment Wing (M) placed 14th, which was a satisfactory showing inasmuch as it finished among the leaders of the newly formed Bombardment Wings.

OBSERVERS SECTION. The optional training month of October produced some impressive results from the emphasis on quantity training. The following increase, percentage-wise, shows the extent to which the Wing stressed practice training accomplishments to bring up individual proficiency levels: Total RBS runs increased in quantity accomplishment 168 percent, Visual RBS runs 150 percent, and Visual bomb releases 408 percent, over the total for the month of September. There were 218 visual releases, 93 RBS runs and 39 visual RBS runs accomplished. In addition, 36 day and 36 night celestial legs, and 51 visual camera attacks were performed. Also, 16 grid navigation legs and 49 radar navigation legs were accomplished.^{13/}

The quality results of individuals and crews have reached the point where cumulative results reveal a source of helpful analysis. Analysis is being made of the Observers' accomplishments since the Wing began flying missions at an altitude of 25,000 feet. Where the analysis reveals a need for additional training in specific areas, it is being met by program planning and the establishment of ground school classes.

^{12A/} Msg BSISACDOC 1230, fm CG 36 ADIV, Davis-Monthan AFB, Ariz, dtd 21 Oct 52.
^{13/} Observers Accomplishment Chart in 68DO Files 1.071, Oct 52.

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GROUND TRAINING. A ground training program was established during the first week of October, on a voluntary basis, after duty hours for those airmen in the aircraft maintenance field who were interested in increasing their skills. Except for Armament and Electronics personnel, the response was so small that classes had to be suspended for lack of attendance. However, Armament and Electronics classes progressed as scheduled during the month.

An Upgrade Training Program was instituted for all airmen in apprentice and senior skill levels: 297 airmen of this Wing are in an upgrade-training category. Training courses were outlined by Officers in the Wing Staff agencies and actual training will be supervised by the airmen's immediate supervisor.

STANDARDIZATION CREW. During the month of October the Standardization Crew conducted an intensive program in the administration of Emergency Procedure Examinations and all Combat Crew members were scheduled to participate. Results of these tests showed that aircrew members were deficient in Emergency Procedures applicable to their specialty and survival in general. A total of 206 examinations were administered resulting in 63 percent failures based on the passing grade of 90 percent. This project was 90 percent complete at the end of this period. Individuals that failed to pass tests will receive additional instructions and will be re-tested within 30 days. 14/

FLYING SAFETY. The Flying Safety section held two meetings during the month with the Tactical Squadron's Flying Safety Officers and the

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Wing Standardization Board. The purpose of these meetings was to establish a uniform Pilot's Information File for use throughout the Wing.

A joint Flight Safety meeting was held in the Base Theater for all Combat Crews. This was a change from the usual policy of conducting separate meetings for the Airmen and Officers.

The Flying Safety news column was published in the Base Newspaper "Skyway Times", twice during the month.^{15/}

During the period, a trip was made to New Orleans ARTC center to give the Flight Safety Officers a better understanding of the problems faced by the Traffic Control Center.

INTELLIGENCE. During the month of October, a complete inventory was taken of all visual and radar photographs, negatives and assembled photoruns presently on file. In addition, a list was compiled of those authorized photo-runs not yet on file in the Target Unit. Copies of these lists were furnished the Tactical Squadrons, through their Intelligence Officers, and the Units have been instructed to obtain photographs, both visual and radar, while flying over certain targets and IP's.

During the period, considerable target material was requisitioned from the new Second Air Force list of visual targets.^{16/} Classified radar material covering foreign territory was also received from Headquarters Second Air Force.

^{16/} Ltr 2AFIDA 353, Subj: Tgt Designation, dtd 18 September 1952.

^{15/} Copy Flight Safety News; Exhibit # 15

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The aerial and radar photography taken at the SAC Bombing and Navigation Competition previously mentioned was reviewed by the Wing Photo Interpreter's and the Wing Observer's Section, and a general critique given the two participating crews from the 68th Bombardment Wing (M). Errors that were made and the corrections that should have been made were pointed out to each crew member.

Specialized critiques for Radar Operators and Bombardiers were stressed throughout the month. These post-mission critiques are being scheduled with the Wing Observer through the cooperation of the Wing Photo Interpreter and the Target Prediction Team. A master library of all radar film taken by the Wing is kept by the Wing Photo Interpreter and the Target Prediction Team for critiques and pre-mission briefings.

During October the Wing Intelligence Section continued publication of the 68th Bombardment Wing (M) "Air Intelligence Digest" on the 15th and 30th of the month.

Following the format set by previous "Digests", these issues contained sections on the World Political Situation, Evasion and Escape, technical and tactical Intelligence. A letter of introduction by the Director of Intelligence, an accession list and a distribution list are included in all issues.

In addition to the aforementioned articles, the first issue of the month carried a report on FEAF Psychological Warfare activities. Excerpts from leaflets dropped on Chinese and North Korean forces were printed along with the number of leaflet drops and their effect.

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A great amount of interest has been evidenced in these articles and an attempt will be made to include them in each subsequent issue.

On 7 October 1952, a representative of the Wing Intelligence Section attended a command-wide Evasion and Escape conference at Headquarters Second Air Force. This afforded an opportunity for the many Evasion and Escape Officers present to compare notes and techniques. The 68th Bombardment Wing (M) representative, brought back several new ideas and considerable reference material to be used in the Basic Evasion and Survival School now in progress.

The Wing Intelligence Section continues to give four hours of lectures each week on Intelligence training in the Base Survival School. These lectures have been well attended and the topic of Eurasian Geography alone permits a never ending source of information on the subject countries.

Upgrade training was stressed this month, with the overall requirements being spelled out by the Base-wide implementation of the new Air Force Upgrade Training Program. A chart to depict the requirements in the Intelligence Career Field is presently being prepared and will enable each Airman to monitor his own progress.^{17/} Plans are also being formulated to schedule classes which Airmen of the Wing Intelligence Section may attend to receive credit for their upgrading. It is anticipated that continuous progress will prevail and all requirements may be satisfied during the established 90-day period for attainment of the higher AFSC's. SOP cards are in process of preparation for each type of duty performance within the Wing Intelligence Section.

^{17/} Format of Training Chart, 68DOI. EXHIBIT #17

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The development of the Wing Intelligence Section Mobility Plan was completed and co-ordinated with the Wing Director of Materiel. It was found that certain necessary items were not authorized as Unit equipment. Immediate action was initiated toward their inclusion in the plan. Lists for the deployment of Intelligence personnel and equipment into phases according to the SAC Mobility Planners' Guide (SAC Manual 400-1) are presently being written and will indicate the responsibility of each individual in the overall Wing Mobility Plan. It has already been established by higher headquarters that sufficient information is available on the status of overseas map and chart stockage to permit reduction of WAC and Pilotage Charts from Wing Mobility plans. This, in view of the fact that sufficient copies covering the Eurasian Land Mass and approaches thereto are now stored at each deployment base. 17A/

During the period, two Airmen (AFSC 20450) were transferred to two of the three Tactical Squadrons. This in an effort to relieve the critical shortage of Airmen Intelligence personnel in the Squadrons and afford the Intelligence Officer some immediate assistance.

During the week of 13 October 1952, the Wing Intelligence Officer attended an Operational Intelligence conference at SAC Headquarters and is presently on approximately six weeks TDY, attending a special resident-course regarding Air Weapons, being given at Maxwell AFB, Alabama.

The Directorate of Operations is planning a move to new offices on or about 15 November 1952. These new offices will be located in the

17A/ Msg 2AFMLM 5479, 30 Oct 1952.

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north wing of the building now housing Base Headquarters which is moving into the new Base Headquarters building shortly. This will give the Wing Operations Section more room and help relieve the now crowded condition. It is planned to convert Building T-8, in which the Wing Operations Section is now located, into Briefing and Critique Rooms for the specialists of the Tactical Squadrons.

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CHAPTER IV

Supply and Maintenance

During the month of October, some very definite measures and policies have been instituted and developed to enable this Wing to accomplish its assigned mission more effectively. Maintenance Control reports that the communications net has been improved by the installation of field telephones. A direct line has been installed between the Control Room and A & E Supervision. Supply Liaison received a field telephone for direct communication with the supply controller. We still lack communication between the Control Room and Field Maintenance Supervision, but a work order has been initiated for a field telephone to be connected. The lack of proper inter-communication system greatly hampered coordination among these agencies. These additions to the present system will result in more expeditious coordination.

Various projects have been established in Maintenance Control to improve maintenance procedures. A planned inspection system has been inaugurated and was in actual operation at the end of the month. A more expeditious and accurate means of daily reporting of Aircraft Status and Flight Operations for preparation of the daily 110 report was also formulated and put into effect. This system involves the delivery of Parts I and II of AF Form 1 to Maintenance Control daily. The Kardex System of recording aircraft status for permanent record within the Control Room by utilization of SAC Forms 7, 9 and 10 is

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also in effect.

The following maintenance statistics are included as a matter of information: The Periodic Maintenance Docks completed major inspection on nine aircraft during the month, thereby producing 900 hours of flying time. Operations flew 993:45 of approximately 1200 hours made available. Eight R-3350 engines were changed during the month, all due to internal failure. The average engine life for October was 246 hours with an accumulative figure since receipt of first aircraft of 228 hours. The SAC average engine life as of August 1952 was 310 hours. An average of 125:35 hours have been flown for each engine changed since receipt of the first aircraft assigned to this Wing.

The In-commission rate for the month was 61 per cent, with an AOCP rate of 15 per cent. The basic reason for AOCP Status was the non-availability of booster fuel pumps, engine driven fuel pumps and left hand injector pumps.

During October, the Engine Conditioning Team conditioned six B-29 aircraft, based on "Complete Conditioning" program outlined in Technical Order 02A-1-88. During this project, one supervisor and 12 men are utilized, with four of these men being trained on two aircraft and returned to the squadron for replacements. It is anticipated that all aircraft in this Wing will be completely conditioned by 15 February 1953.

At the present rate of training of these men, approximately 130 will have been trained. However, much of this training is lost due to

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the rapid turnover in personnel through transfer and discharge.

The Wing Staff Supply Section has taken aggressive action to more fully equip organizations of the Wing. Several days were spent at Base Supply checking stock records against our requisitions to see what action has been taken by depots. In addition, we checked on what items have been received and what will be received in the near future. This information was checked against Unit Property Record of Equipment and Authorization Lists. Subject information was also checked against squadron suspense records. Cancellations were then submitted on some items and requisitions were re-submitted on others so that all records would check. This system of checking will be continuous so that our percentage of Unit Essential Equipment on hand can be raised and various items needed for mobility purposes may be acquired.

In keeping with our efforts to be more effectively supplied, a staff visit was made to San Antonio Air Materiel Area. This depot makes delivery on a priority basis and although we received several items, our supply precedence is too low to permit procurement of all the items we needed.^{18/}

The Logistics Section was also very active during October. In order to comply with Change 3 to SAC Manual 400-1, an Enroute Maintenance Team was provided for mobility planning and requirements for

^{18/} Report of Staff Visit, 13 Oct 1952, prep by Capt Paul D. Jacques.

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inclusion of the team in tactical aircraft were established. This entails a new concept of a built-in maintenance capability rather than support aircraft being utilized to carry maintenance personnel and materiel. In accordance with SAC Letter DM2B 320, dated 3 October 1952, a survey was made as to phasing of personnel for this Wing and Air Base Group, and recommendations were submitted to higher headquarters. This survey included Air Base Group elements which will be scheduled for deployment with the 68th Wing.

Particular emphasis was placed on the formulation of a Temporary Duty Mobility Plan rather than an Emergency War Plan. Verbal instructions were given to squadron mobility officers to prepare squadrons for immediate mobilization. Squadron colors were assigned.^{19/} A survey was made as to additional requirements for mobility boxes. Weights and cubages of UEE presently on hand have been determined and a continuous survey of additional UEE received will be made to enable this Wing to determine support aircraft requirements in the event of deployment.

Several problems regarding wing mobility presented themselves during the month. A staff visit was made by Capt Doane to Headquarters Second Air Force to discuss these problems.^{20/} From the results of his visit, definite policies and procedures will be incorporated in the next few days.

^{19/} DF, All Sqs 68th Wg, 806th ABG, "Squadron Colors", 6 Oct 1952. ^{EXHIBIT #} 19

^{20/} Report of Staff Visit, 30 Oct 1952, prep by Capt Donald V. Doane. ^{EXHIBIT #} 20

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Several changes in Key Personnel took place during October. Col Herbert M. Mason, former Director of Materiel for this Wing, has been placed on TDY with FEAF. Lt Col Reinhold G. Grubb, former Maintenance Control Officer, has replaced him. Major Herbert L. Brown has recently been assigned to this Wing with duty as Maintenance Control Officer.

Several re-assignments of enlisted men have had a deterring effect upon the work of this section. Some of these men are being discharged and others are being assigned to overseas stations. We also received mandatory quotas to send personnel to schools within the ZI. Some of these personnel are being trained in other career fields and will not be authorized in their previous assignment when returned. Experienced personnel is one of our greatest needs at the present time.

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CHAPTER V

BIOGRAPHY OF COLONEL JOSEPH J. NAZZARO

COMMANDING OFFICER, 68TH BOMBARDMENT WING, MEDIUM

Colonel Joseph J. Nazzaro, son of Mr. and Mrs. Vincent Nazzaro of New York City, was born in New York, New York, on March 21, 1913. Following his graduation from Brooklyn's Alexander Hamilton High School in 1931, he entered the Millard Prep School in Washington, D. C., in 1932.

He was appointed to the United States Military Academy, West Point, New York, the following year and was graduated with a Bachelor of Science degree in June, 1936. Commissioned a second lieutenant in the regular Army on June 12, 1936, the colonel elected a career in the air and next went to flying schools at Randolph and Kelly Fields in San Antonio. He received his silver pilot's wings in October, 1937.

His first duty station was in the Philippine Islands, where he served with the 3rd Observation Squadron, 3rd Pursuit Squadron, and later as a squadron commander in the Composite Group.

In 1940 he was assigned to the 7th Bombardment Group (B-17) at Salt Lake City and from there went to Spokane as Commanding Officer of a B-17 squadron. In 1941-1942 he served as squadron Commanding Officer, Deputy Commander of the 39th Bombardment Group at Tucson, Arizona, and later as Commanding Officer of the 302nd Bombardment Group (B-24) at Wendover and Pueblo, Colorado.

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Early in 1943, he assumed command of the B-17, 381st Bombardment Group at Pyote, Texas. In May of 1943, he led the unit to England where it was assigned to the famed 8th Air Force.

Colonel Nazzaro retained command of the 381st until January 16, 1944, when he moved up to the position of Deputy Director of Operations of the U. S. Strategic Air Force in Europe.

In August, 1944, he returned to the United States, and after a short period of travel and processing, was assigned as operations and training staff officer for Headquarters Second Air Force on September 22, 1944. Two months later, the colonel was named deputy commander of the 316th Bombardment Wing (VH) at Colorado Springs, Colorado. On December 1, 1945, he took over the job of commander of the wing which was then stationed at Okinawa.

He held this position until May 22, 1946, when he again returned to the U. S. He became chief of the operations division under the deputy chief of staff for operations of the Strategic Air Command at Bolling Air Force Base, Washington, D. C., on June 14, 1946.

From August 31, 1946 to June 4, 1947, the colonel was a student officer at the Air Command and Staff School, Maxwell Air Force Base, Alabama. After completing the course, he became an instructor in the operations division of the school, a post he held until December 17, 1948, when he reported to Washington, D. C., for duty with the Headquarters United States Air Force.

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The colonel served as a staff planner in the war plans division at the Pentagon, until June 30, 1950, at which time he became the assistant chief of the war plans division in the office of the director of plans. He remained in this position for over two years.

On August 20, 1952, the colonel assumed command of the 68th Bombardment Wing (M), a B-29 unit of the Strategic Air Command, at Lake Charles Air Force Base, Lake Charles, Louisiana.

With over 3,000 flying hours to his credit, Colonel Nazzaro is rated a Senior Pilot and a Combat Observer.

He wears the Distinguished Flying Cross, the Legion of Merit with one Oak Leaf Cluster, the Silver Star, the Air Medal with one Oak Leaf Cluster, the French Croix de Guerre and seven service medals.

The colonel is married to the former Helen Harmon, daughter of the late Lieutenant General Millard Harmon, USAF, who was killed in the Pacific during World War II. They have two daughters, Janet Harmon, age seven, and Barbara Harmon, age five.

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ROSTER OF KEY PERSONNEL

AS OF 31 OCTOBER 1952

Commanding Officer	Colonel Joseph J. Nazzaro
Deputy Commander	Colonel Lowell G. Sidwell
Director of Operations	Colonel Joel A. Carroll, Jr.
Director of Materiel	Lt Colonel Reinhold G. Grubb
Director of Personnel	Major John W. Alworth
Director of Intelligence	Major Lloyd A. Mack
Adjutant	Major William C. Hoffman
Maintenance Control Officer	Major Herbert L. Brown
Comptroller	Major Sidney Weiss
Flying Safety Officer	1st Lt Richard E. Watkins, Jr.
Commanding Officer Headquarters Squadron	Major Andrew H. Snelling, Jr.
Commanding Officer 24th Bombardment Squadron (M)	Lt Colonel William L. Hall
Commanding Officer 51st Bombardment Squadron (M)	Lt Colonel Glen J. Thomas
Commanding Officer 52d Bombardment Squadron (M)	Major Robert R. Barr
Commanding Officer 68th Field Maintenance Squadron	Major Howard H. Snyder
Commanding Officer 68th Armament and Electronics Maintenance Squadron	Lt Colonel William D. Ceely
Commanding Officer 68th Periodic Maintenance Squadron	Captain Joseph V. Fedale

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BIBLIOGRAPHY

Staff Historical Data Reports

Historical Data Reports of Organizations Composing Wing

Wing TWX Files

Personal Files of Wing Commander and Deputy

Staff Files

Information Service Office Files

Adjutant's Daily Log

Central Files

Files of Wing Historical Officer

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APPENDIX
TITLE

EXHIBIT NUMBER

1 thur 8	Historical Data Reports, 68th Bm Wg Components, Oct 1952.
9	Picture, Personnel Receiving Decorations, 10 Oct 52
10	Emblem, 68th Bomb Wing (M), picture and description
11	Memo, "Airman Upgrade Training", 68th DO to CO, Sqdns of 68th Bm Wg, 27 Oct 52.
12	Dispositon Form, 68DP to 806th A Div, Subj: Asgmt of Amn with AFSC 72171, dtd 23 Oct 52.
15	Fly Safety News Column.
17	Format, Training Chart, 68DOI
18	Report of Staff Visit, 13 Oct 52, prepared by Capt Paul D. Jacques.
19	DF, All Sqs 68th Bm Wg, 806 ABG "Squadron Colors, 6 Oct 52.
20	Report of Staff Visit, 30 Oct 52, prepared by Capt Donald V. Doane.
21E	Ground Training Accomplishments, 806 AD Form 100.
22	Extract GO 425, Hq FEAF, APO 925, 6 Sep 51.
23	Extract GO 46, Hq FEAF, APO 925, 24 Jan 52.
24	Extract GO 46, Hq FEAF, APO 925, 24 Jan 52.
25	Extract GO 46, Hq FEAF, APO 925, 24 Jan 52.
26	Citation, DFC A/2C Roy
27	Citation, 5th OLC to AM, T/Sgt Harrington.
28	Extract GO 46, Hq FEAF, APO 925, 24 Jan 52.
28A	Extract GO 230, Hq FEAF, APO 925, 13 May 52.

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68th BOMBARDMENT WING (M)

EXHIBIT # 10

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AIR FORCES
BASE PHOTOGRAPHIC LABORATORY
LAKE CHARLES AIR FORCE BASE, LA.

EMBLEM

68TH BOMBARDMENT WING (M)

RESTRICTED

Hqs 68th Bomb Wg (M), Lake Charles AFB, Louisiana (68 DCO) 11 Aug 52,
subject: Insignia - 68th Bombardment Wing (M)

AFDRD-EQ

4th Ind

Dept of the Air Force, Hq USAF, Washington 25, D. C. OCT 3 1952

TO: Commanding General, Strategic Air Command, Offutt AF Base,
Omaha, Nebraska

1. In accordance with AFR 900-7, 24 July 1950, the following emblem is approved for the 68th Bombardment Wing, Medium, and for its permanently assigned supporting groups:

WING EMBLEM: On a shield divided by a chevron reversed line, upper part blue, lower part red, thereover a chevron reversed, indented, and fracted white and charged with two lightning bolts red; in the upper part of shield six stars white, placed in a horizontal line over a clenched mail fist red, outlined white, holding a branch of olive yellow, in base eight bombs white.

MOTTO: Follow Me

BLAZON

On a shield, per chevron reversed, azure and gules; on a chevron reversed, indented and fracted argent, two lightning bolts gules; in chief six stars in fess argent, above a clenched mailed fist gules, fimbriated argent, holding an olive branch or; in base eight bombs argent.

SIGNIFICANCE: Basic color scheme, red, white, and blue, identifies our national colors. The six stars and eight bombs establish our numerical designation. The white stars on a blue field uppermost identify the crest of an Air Force Unit. The bombs on a red field imply our determination to accomplish our bombing mission with courage and identify our bombardment classification.

The clenched mailed fist, presenting an olive branch, symbolizes our military force's mission of maintaining the peace. The inverted chevron implies the wing's humble origin and the converted status of this wing from reconnaissance to bombardment.

6
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4th Ind to CG, SAC, subject: Approval of Emblem for the 68th Bombardment Wing, Medium

SIGNIFICANCE: The parapet-edged fortification, ruptured
(Cont'd) at its point by two bolts of lightning, signifies our ability to blunt any enemy's assault by rapid retaliation and penetration of his defenses.

The wing's motto "Follow Me" signifies our intention of establishing our right to lead our associate forces, and to serve as a constant reminder for our commanders that they must lead by example.

2. Inclosed is the approved colored painting of the 68th Bombardment Wing (M), together with a manufacturer's diagram of the Air Force flag, with the approved emblem of the organization in the shield space. On the organizational flags for the groups, the designation of each group will appear on the scroll.

BY COMMAND OF THE CHIEF OF STAFF:

s/t K. W. BECKSTROM
Lt. Colonel, USAF
Acting Chief, Equipment Division
Directorate of Research and Development
Office, Deputy Chief of Staff, Development

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